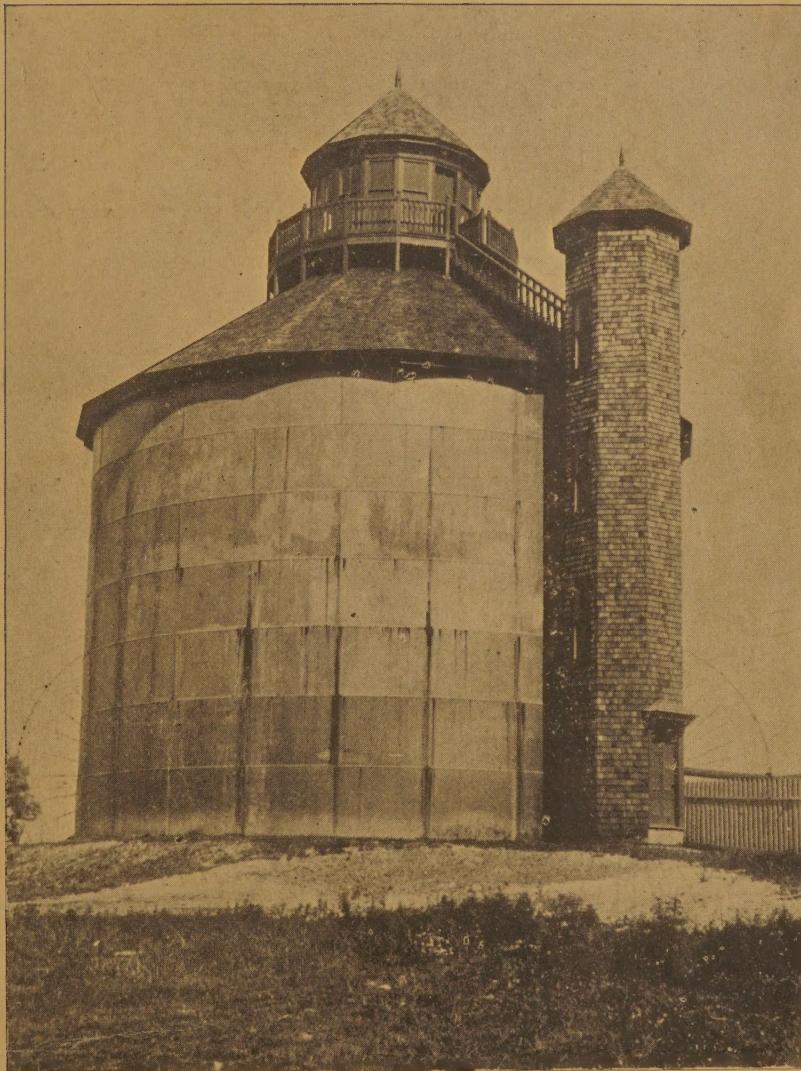


HYDE PARK FACILITIES.



HYDE PARK WATER TOWER.

1893.

The Facilities of 

Wm. D. Ward are

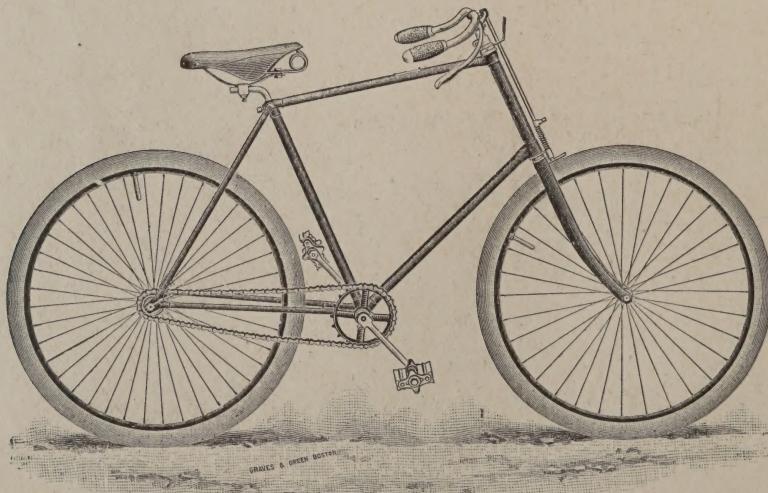
such that he can furnish

Watches, Jewelry, Clocks,
Silver Plated Ware, Sterling
Silverware, Stationery, Cut-
lery, etc.

of the best quality and at most reasonable prices.

EYEGLASSES ACCURATELY FITTED. Try His Facilities.

ALSO AGENT FOR



EAGLE ALTAIR NO. 4.

[ROAD RACER.]

Fitted with aluminum rims and light weight tires. Weight, minus saddle,
24 lbs. The above has been thoroughly tested on the road and
is recommended as a very desirable wheel.

The regular wheel may be seen at

Wm. D. Ward's, Jeweler, Everett Square.



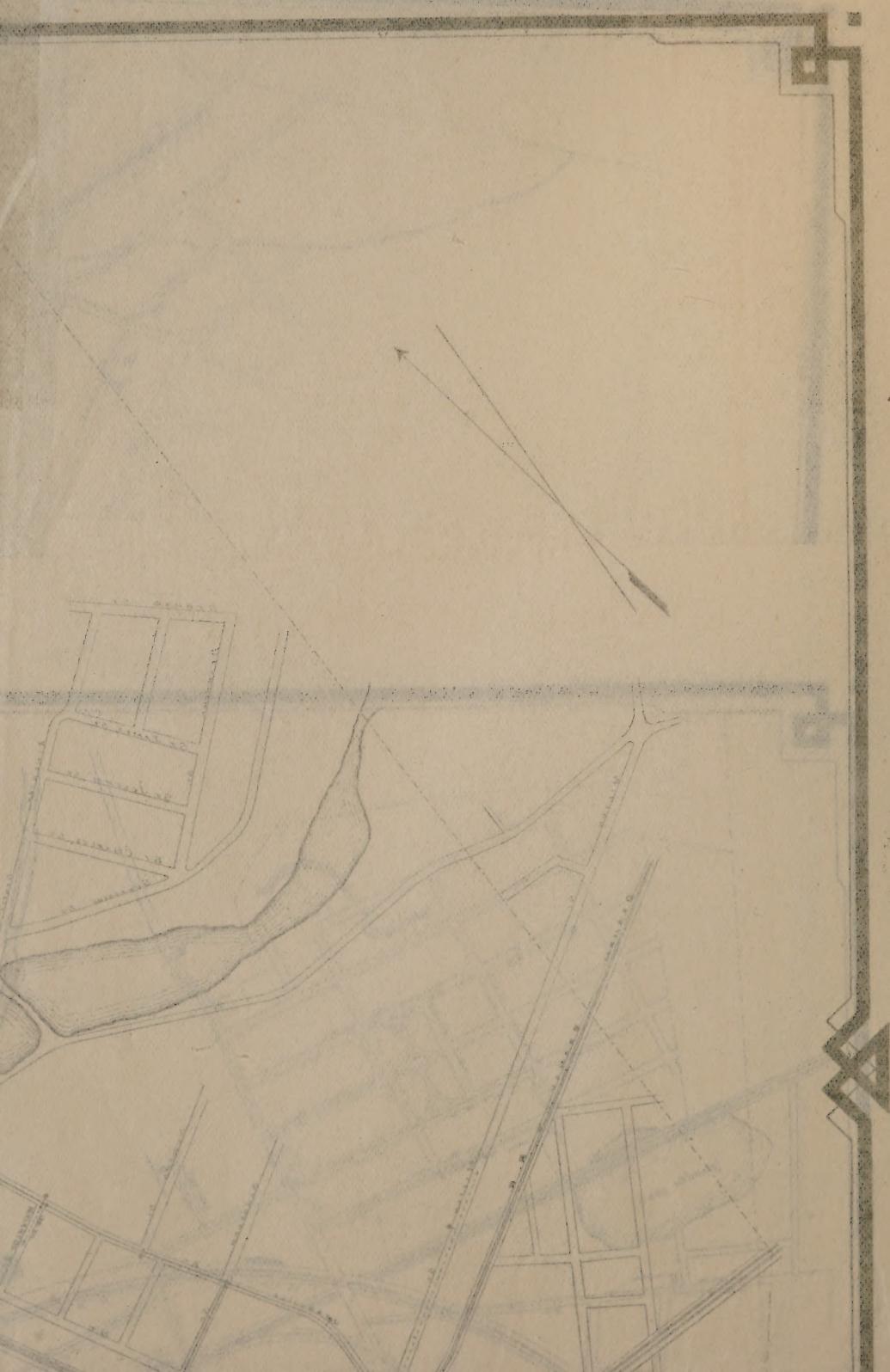
Plan of Pipe Line

HYDE PARK WATER WORKS

Scale 250 ft. to an inch
1885.

1885.

M. M. TIDD C.



HYDE PARK FACILITIES

PREPARED BY

EDWARD A. JOHNSON,

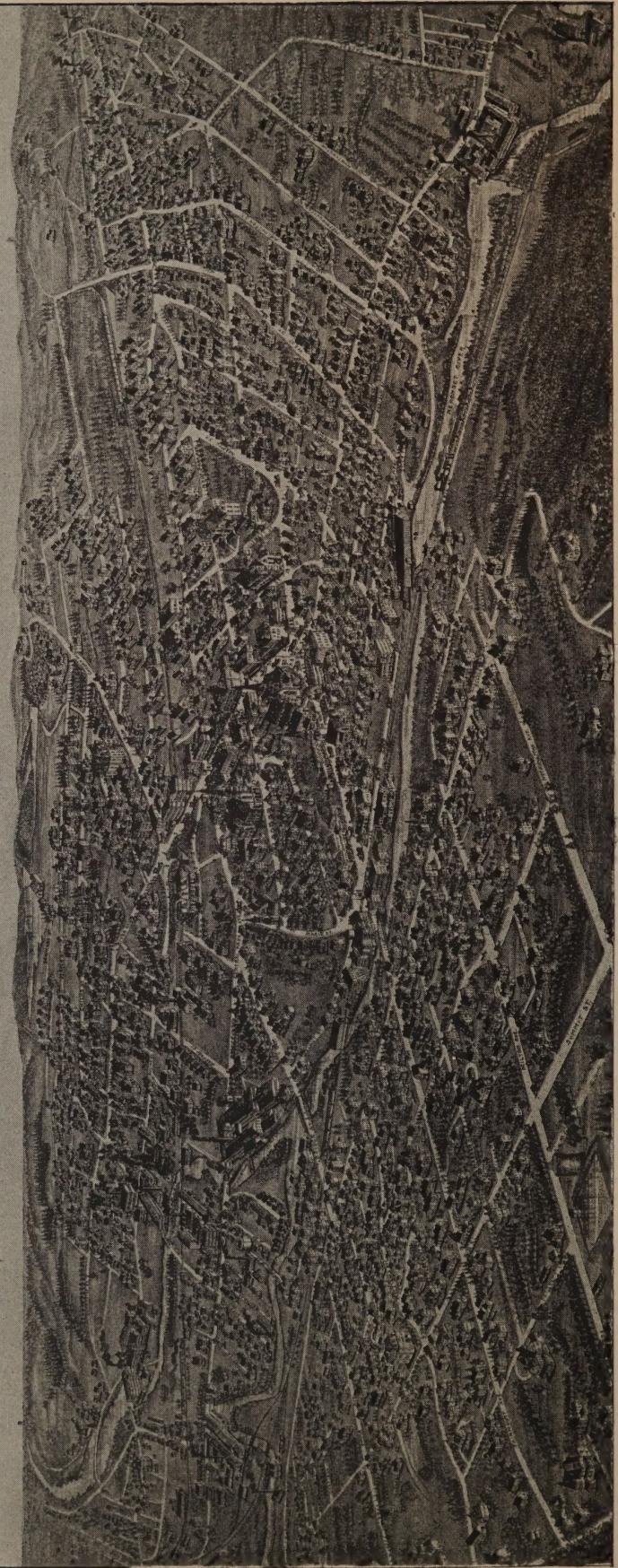
Commercial Editor Boston Globe.

HYDE PARK, MASS.:

PRESS OF THE HYDE PARK TIMES.

1893.

BIRD'S EYE VIEW OF HYDE PARK.



INTRODUCTION.

*A*T the request of a leading manufacturer of Hyde Park, I have attempted to gather together facts and figures relative to the town's facilities for accomodating more large industries. It is believed that the advantages offered here are of a high order. It is noted that the two new industries have about completed their factories, and that a third will soon commence work on its plant. So far six of the old factories have announced their intention of greatly enlarging their plants. These things have occurred without any effort being put forth by the people of the town to encourage manufacturers in their efforts.

Evidently there is something here, or a combination of conditions, which other towns do not possess. Yet it can be easily seen how present facilities might be greatly improved. But it is not my province to suggest improvements, which all know to be necessary, and which will be amply provided for in time.

The present book is to awaken, if possible, a town pride in our advantages. Hyde Park can be made one of the largest manufacturing centres around Boston. That it will become such in spite of all opposition on the part of those who would have it otherwise is the firm belief of those who have made the town what it is, and it is a fact worthy of notice that those who are endeavoring to impede the manufacturing prosperity of the town are the very ones who have lived and grown rich on the factories, who have sought and now hold the trade of their operatives, and who know that but for those mills and factories they would have no reason for living and doing business here. It is by nature a manufacturing town. It will remain such and become more so year by year.

The highest good of the town is to be attained along industrial lines. The factories are now strong enough to direct a town policy, but while they will not assume a dictatorial position they are awake to their own interests as well as the welfare of the business men of the town, and they will not permit obstacles to be thrown in the way of the further growth of the manufactures of Hyde Park.

The factories have made the town. They will continue to add to the town's wealth and the prosperity of its citizens. All they ask is co-operation and the adoption of a broad, progressive policy. The goal has not been reached, it is in the future and will not be attained until factories line the Neponset and fill the valley from the Canton line to Mattapan.

EDWARD A. JOHNSON.

HYDE PARK WATER COMPANY.

THE need of a public water supply was thought to be quite pressing and had been made the subject of more or less discussion in town meetings and in private, until in 1884 the town having then taken no action, the Messrs. Bleakie with William J. Stuart, Andrew Washburn, David Perkins, C. F. Allen, I. J. Brown, A. H. Holway, Benjamin F. Radford, Hobart M. Cable, Waldo F. Ward, Sidney C. Putnam, and David C. Marr applied to the Legislature and were granted the charter under which they proceeded to establish the present water works.

Mr. Robert Bleakie has been president of the company from its formation and, ably assisted by the board of directors, made it possible to commence pumping water to consumers in the fall of 1885.

At the start the water was drawn from 62 artesian wells, but now 134 wells are required. Already this year 50 new wells have been bored and the company will continue boring during the coming summer.

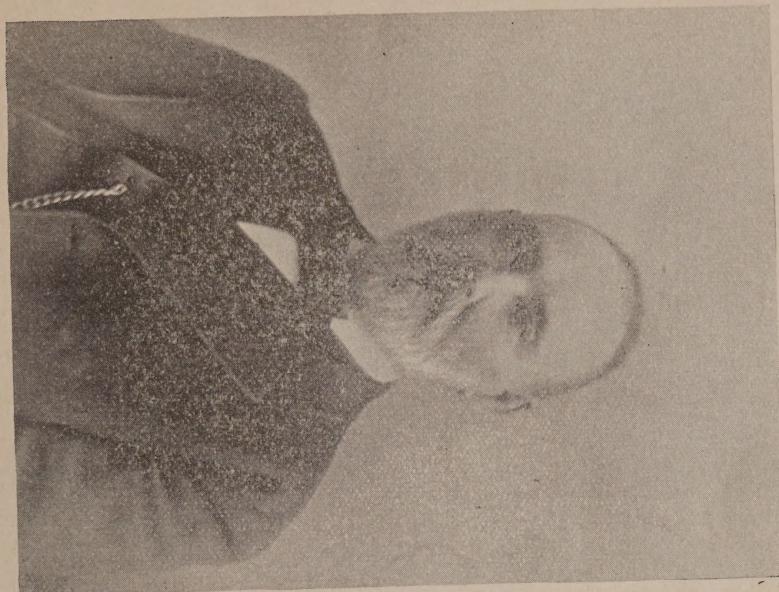


In pumping the water 2 Blake pumps are used, one having a capacity of 2,000,000 gallons per day, and the other 1,000,000 gallons. One of these pumps was put in about 1885 and the other in 1889 when the company began to supply Milton with water.

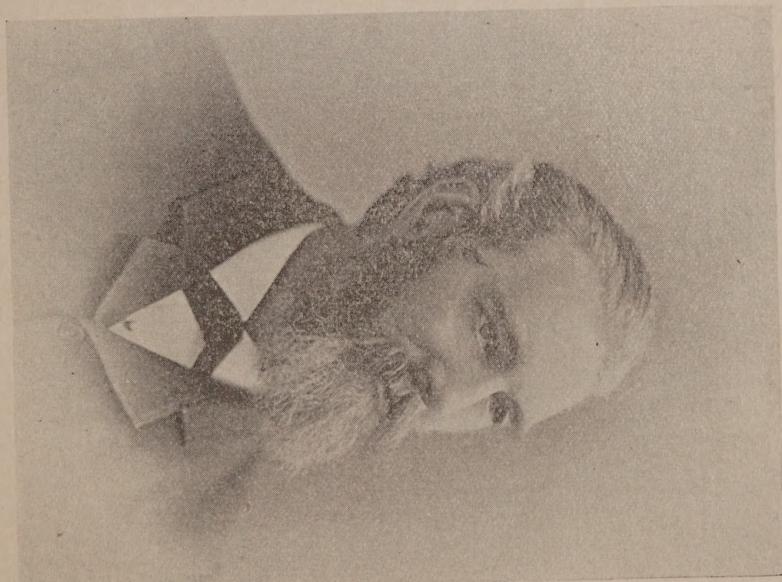
On the average, 800,000 gallons are pumped and consumed daily. In the summer the amount used exceeds 1,000,000 gallons daily, while in the winter it is hardly over 700,000 gallons.

The standpipe, a view of which is given on the cover of the book, was built in the summer of 1890. It crowns the highest hill in Hyde Park and is a conspicuous object from any point within a radius of 10 to 20 miles. From the top of the standpipe may be seen Boston Light and towns along the North Shore, Bunker Hill Monument, the old, white, Roxbury water tower, and the water towers in Needham, Dedham, and Canton, and the

B. F. RADFORD, one of the Directors.



ROBERT BLEAKIE, President of the Water Company.



reservoir in Norwood. It has a capacity of 500,000 gallons, while the reservoir which lies at its base holds 1,500,000 gallons.

The water is supplied through about 26 miles of cast-iron mains to upwards of 1,500 service connections, including the water furnished to the Milton Water Company. The pumping averages about 600,000 gallons daily.

The supply is "Ground" or artesian water drawn from an extensive gravel bank in the southeastern part of the town and has given excellent general satisfaction.

The State Board of Health made an examination of the Hyde Park water in March and the following is their report: Appearance turbidity none, sediment none, color 0.03, odor none, residue on evaporation 8.90, loss on ignition —, fixed —, ammonia free .0022, albuminoid total .002, chlorine 1.19, nitrogen as nitrates .0750, as nitrites .0004, hardness 4.4.

Our rates for the use of water are fully as low as in any similarly situated town.

Prior to the installation of the water works plant the supply was from wells and cisterns, a system that is quite unsatisfactory in a thickly settled community.

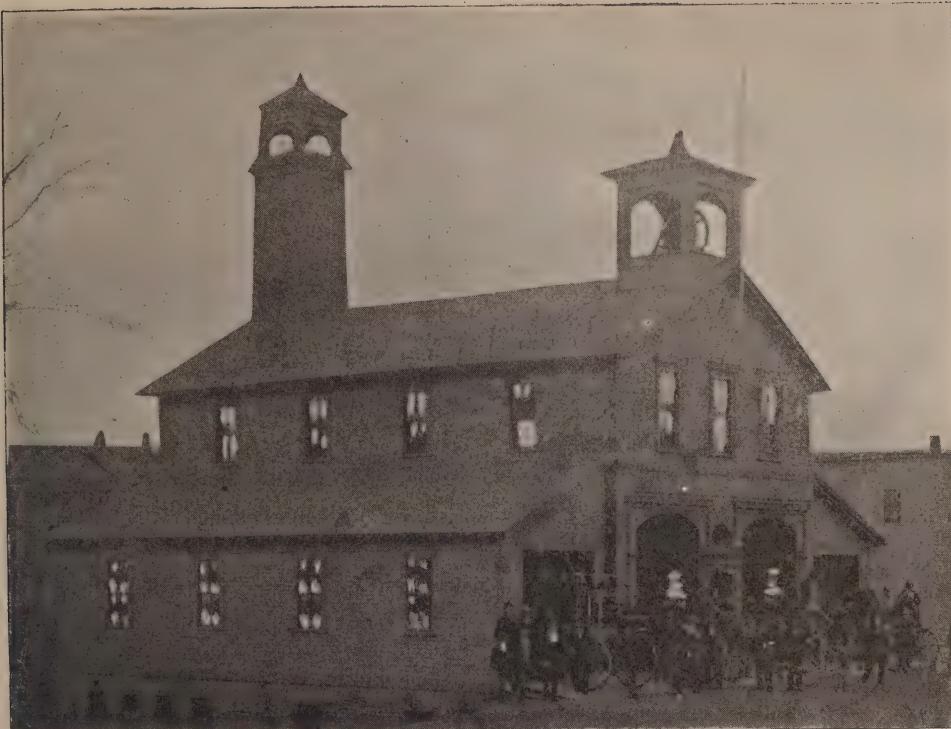
At the suggestion of Benjamin F. Radford, one of the directors of the company and one of our largest manufacturers, the enclosed map has been made. It was taken from a map owned by the company and is the only one in existence showing the outlay of the water mains of the town. It was made in 1885 and as pipes have been laid from time to time, the mains have been marked on it. It has been reproduced just as it is, as no authority was granted to change names of railroads, streets or factories, to correspond to what they are at present. All that is desirable, however, the location of the pipes, may be gained from this. It is believed that the map will be of great assistance to those who wish to build homes or factories. A general outlay of the streets may be here noted and an idea gained of the position of the railroads, the course of the river, and the location of the schools and workshops.

HYDE PARK FIRE DEPARTMENT.

THE first annual report of the Hyde Park Fire Department issued in 1871 contains the following:

"At the annual election of town officers in March last we were re-elected to the office of Fire Wards, there being no organized fire department in the town. At the April meeting an appropriation of \$3,000 was made for the purpose of providing some kind of apparatus to be used in case of fire. Very soon after our election of Fire Wards it became apparent, as the town was about obtaining engines and other fire apparatus, that the department should be fully organized. No steps, however, were taken in this direction until after the great fire in Thompson's lumber yard in September. After this fire a petition was presented to your honorable body (the Board of Selectmen), asking you to appoint suitable persons as engineers. Upon this petition you appointed the Fire Wards a board of engineers. After receiving notice of our appointment, we, on September 13th, organized by the election of G. B. Parrott as chief, F. A. Easton and E. P. Davis, assistants, and F. A. Easton, clerk of the Board. The Department as fully organized at this time consists of one steam fire engine company, one hook and ladder company, one hose company and one steward. The first steamer for the Department was delivered December 28, 1870." Such was the beginning of the Hyde Park Fire Department.

There are at present forty-three men in the Department, and the apparatus consists of one engine, one chemical engine, one hose reel, two hose wagons, one ladder truck, and there is also a hose reel at Readville. Owing to the strong pressure from the pipes the engine has been used but once since 1885. The chemical engine has a capacity of 80 gallons. The Department at present runs over 5,000 feet of hose, 3,000 of which are used on the hose reel and the hose wagons, and 2000 feet is kept in reserve. The ladder truck carries about 300 feet of ladders.



ENGINE HOUSE.

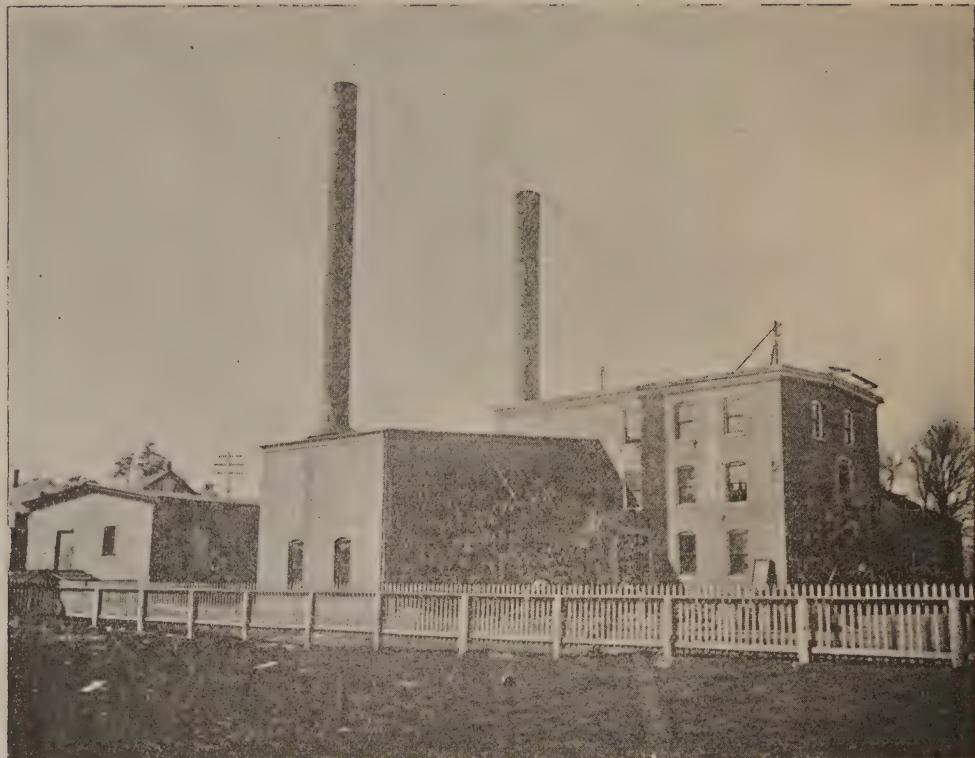
The present board consists of Fred A: Sweet, Reuben Corson and William Holtham. Last year the town appropriated \$4,700 for the Fire Department.

HYDE PARK ELECTRIC LIGHT COMPANY.

IN the spring of 1887 the town of Hyde Park voted to light its streets by electricity. The committee appointed for this purpose awarded a contract for three years to the American Electric Manufacturing Co. The details of this contract and the installation of the plant were under the supervision of Mr. George J. Morse, of Hyde Park. The plant consisting of one 100-H.P. engine, one 125-H.P. boiler and two 50-light dynamos, was installed in the Old Tack Factory located on Station street. The lights were started on the streets in January, 1888. The contract called for burning the lights until 12 o'clock, 20 nights in each month, and the plant was shut down the balance of the time. This plant was operated by the American Co. for about one year when it was assumed by the Thomson-Houston Co., who exchanged the electrical apparatus for that of their manufacture, and added another 100-H.P. engine, one 125-H.P. boiler, also a 50-light arc and a 650-light incandescent dynamo and installed the proper street circuit to connect the same with customers.



T. T. ROBINSON.



The Hyde Park Electric Light Co. was then organized. This company purchased the plant as then installed and also the real estate and commenced to operate the plant all night and every night.

The business of the company soon increased to such an extent that additional machinery was needed. The company then installed a 1,300-light incandescent, a 50-light arc dynamo and a 200-H.P. engine, also a very complete condensing apparatus to the steam plant. These increases were considered by the directors to be sufficient for a considerable length of time, but in 1891 it was found necessary to change the smaller 650-light incandescent dynamo for a 1,300-light and add still another 1,300-light; this supplied the demands until 1892, when the company found that the business was still increasing to such an extent that the present machinery could not accommodate it. The company then purchased additional real estate and installed another 200-H.P. engine, built a new boiler house and placed in the same a 300-H.P. boiler, making at the same time other important changes in the steam plant so as to get the very best results. The plant as now installed consists of two 200 and two 100-H.P. engines, four 50-light and four 1,300-light dynamos, two 125 and one 300-H.P. boilers, together with the most approved methods for economical production of steam, and is considered to be one of the best equipped in the state. It now has 180 arc and 4710



E. V. ENSIGN.

incandescent lamps in daily use. It has 229 customers, 90 of which are dwellings; the latter use the current by metre. The company light about 25 miles of street and have over 80 miles of wire strung for the accomodation of the public and commercial service. The company has a contract with the town for seven years from January 1, 1891. The plant is in a position to furnish power to the Street Railway Co. should it desire to take it from it. The supervision of the plant is under Mr. E. V. Ensign, who has been with this plant since it was installed, commencing first as fireman and trimmer for the American Co. and working his way up to superintendent. Mr. Ensign makes a special effort to meet the wants of the people, and the citizens appreciate his efforts in this direction.

Mr. James D. McAvoy is president, and Mr. Thomas T. Robinson, treasurer and general manager of the company. These, together with John T. Robinson, John R. Bullard and F. F. Favor, constitute the directors.

The capital stock of the company is \$100,000. The company commenced paying dividends at the rate of three per cent. in 1891. This dividend has been gradually increased until the rate now paid is five per cent.

NORFOLK SUBURBAN STREET RAILWAY.

ANOTHER evidence of the rapid growth of this town is the proposed introduction of a street railway system. This will be carried out by the Norfolk Suburban Street Railway Co., which proposes to lay its tracks through River street from the Dedham line to the Boston line, and also through Hyde Park and Central Park avenues from the Boston line to the Readville depot. Connection will be made for Boston at Mattapan with the West End Co. over the proposed new Blue Hill avenue boulevard. Connection will also be made with the Old Colony Steam railroad for Neponset, Quincy and the seashore. The Hyde Park avenue line will connect with Forest Hills as soon as the West End Co. extends its tracks. The commencement of the company's route is at the Court House in Dedham. The total length of the track will be about seven and one-half miles. The single fare on any part of the company's lines will be five cents. Transfers will be given so that passengers using the cross town line can continue over the main line.

The company have already received franchises in Dedham and Hyde Park and hope to receive a permit from the city of Boston within a very short time. As soon as this permit is received the work of construction will be commenced, and it is hoped that the cars will be in operation early in the fall.

The company proposes to build a substantial roadway and equip the line with first-class rolling stock.

The capital stock of the company is \$75,000, all of which has been subscribed; a larger part of the subscribers being residents of Hyde Park and Dedham.

The officers of the company are John R. Bullard, president; Thos. T. Robinson, treasurer and general manager. The directors of the company are these two gentlemen together with Messrs. James D. McAvoy, Dr. John W. Chase, Galen L. Stone, Frederick D. Ely and W. B. Ferguson.

THE GAS COMPANY.

DEDHAM GAS CO. was organized in May, 1853, with a capital of \$40,000, the incorporators being Horatio Chickering, Eben S. Fisher, and others. Land was bought on Bussey street, East Dedham, works erected and gas turned on to the town of Dedham in the same year.

In 1854 the price of gas was \$4.00. During war time it was raised to \$5.00 per thousand cubic feet. It is now \$1.00, the lowest price in the State for the amount of gas sold. Street lamps were not introduced into Dedham until 1868, the lamps and posts being bought by private individuals and being set by the Gas Company, who further contributed more

than their share towards the improvement by selling gas for the street lights at less than cost.



In 1863 the Company paid its first dividend of three per cent. In 1868 application was made to the Legislature for permission to increase the capital stock and to extend its mains to Hyde Park. By May, 1871, the capital had been increased to \$125,000, and the length of street mains from 3 miles to 10 miles, and a large gas holder built at Dedham Four Corners, which latter, in 1868, was taken down and rebuilt in the town of Hyde Park. The present extent of gas mains belonging to the company is 15½ miles. In 1880 the capital stock of the company was reduced to \$100,000, the present capital.

The successive presidents of the company have been Messrs. Horatio Chickering, Henry Cormerais, Joseph W. Clark, and Charles VanBrunt, the present incumbent. The treasurers have been Eben S. Fisher, Edward L. Penniman, J. H. Cobb, Henry W. Richards, and for the past 20 years, Cornelius A. Taft, of Dedham.

In 1886 the Legislature granted to the corporation the right to supply electric light and to change the name to that of the Dedham and Hyde Park Gas and Electric Light Company.

During the past four years 9,396 feet of main pipe have been added, and 3,650 feet of service piping, aggregating 2½ miles.

The people of Hyde Park are beginning to realize the convenience and efficiency of gas for



G. F. GOODNO.

cooking and the scores of stoves now in use attest its popularity. The supply of gas to heating stoves is no inconsiderable amount.

Five gas engines aggregating 40-horse power are supplied with gas much appreciated by users of small and intermittent power.

The demand for gas for such mechanical purposes is rapidly growing and now forms a very considerable percentage of the sales of this company. The increase in the total sales of gas in Hyde Park during the last 12 months has been 21 per cent.

The daily capacity of the works is 75,000 cubic feet. The quality of the gas, as given in the report of State Inspector Hinman for last year, was 17½ candle power, comparing very favorably with other towns the same in size in Massachusetts. The quantity of impurities as shown by the same report is far below the legal limit.

GRAINS PER 100 CUBIC FEET.

	Found.	Legal Limit.
Ammonia	1	10
Sulphur	10.3	20
Candle power	17.5	16

The storage capacity is 50,000 cubic feet and the apparatus for condensing, washing, and purifying is ample and efficient.

COMPARATIVE TABLE FOR 1892.

(Taken from Gas Commissioners' Report.)

Name of Town.	Population in 1890.	Number miles of Gas main.	Amount of Gas Sold. Cubic Feet.	Leakage per Mile of Main.	Consumers per mile of Main.	Selling Price of Gas.
Arlington	5,629	22	5,962,900	65,205	19	2.75
Adams	9,213	5	4,653,600	239,280	26	2.41
Beverly	10,821	16½	6,504,400	112,122	75	2.31
Brockton	27,294	19½	18,334,900	277,800	45	2.03
Clinton	10,425	4¾	6,210,100	422,143	51	2.10
Milford	9,343	5	9,347,400	121,329	61	2.00
Newburyport	13,947	9	8,232,600	178,336	52	2.02
North Attleboro	6,727	9¼	12,509,300	129,600	44	2.00
Athol	6,319	3½	2,773,300	42,882	43	2.60
Easthampton	4,395	3½	3,081,800	190,235	49	2.53
Greenfield	5,252	5	3,473,800	121,600	47	2.11
Plymouth	7,314	3½	4,080,400	65,100	64	2.06
DEDHAM	7,123	8	2,283,700	98,000	21½	2.03*
HYDE PARK	10,193	7½	3,045,200	98,000	21½	2.03*
JAMAICA PLAIN	25,000	35½	40,519,000	113,750	45	1.99
BROOKLINE & BRIGHTON	19,800	74	65,670,000	132,468	31	1.90

*Now \$2.00.

THE BRAINARD FOUNDRY.

OWING to a misunderstanding, which is easily excusable, the Brainard Foundry was omitted in the preceding work, the "Hyde Park Industries." As the two little books really go together, it has been thought well to give an account of the foundry here.

The Brainard foundry was started in 1889. Mr. R. P. Moseley has superintended the foundry and it is largely through his individual efforts that the foundry has been a success. He is a son of the late Thomas W. H. Moseley.

The firm consists of Thomas Wigglesworth, Henry Pickering, A. H. Brainard and R. P. Moseley.

The capital originally employed was \$12,000, but it has been enlarged from time to time. The foundry covers an acre of ground bordering on the Old Colony railroad. It gives employment to 25 hands, and has turned out a very high grade of work. Until recently it has done

work almost exclusively for the Brainard Milling Machine Co., but from now on it will do the foundry work for the Boston Blower Co. and others as well. To meet this new demand the foundry will be about doubled in size, and give work to a larger number of employees.



EXPRESS FACILITIES.

IN every manufacturing town much of the success of an industry depends upon the rapid shipment of its products. This is especially true in towns where machinery is one of the principal products. The supplying of parts is an important branch of the industry. To do this in a shorter time than competitors, frequently determines the use of a particular machine. The facilities of the town in this respect are ample.



THE ADAMS EXPRESS.

THE Adams Express Co. has had an office in Hyde Park since 1857, when the New York & New England road was started. During the greater part of this time it has used the New York & New England road, but by one of those mysterious rearrangements, for which no plausible reason is ever assigned, it was excluded from the New York and New England, but the Old Colony immediately gave the company permission to use its road. For

both, the new situation has proved most advantageous. The Adams handles the bulk of the express business of the town, and there is no reason to suppose that it will not continue to do so, as the company has always given manufacturers the best of service to its 25,000 offices.

THE UNITED STATES EXPRESS.

ON December 5, 1892, the American Express succeeded the Adams on the New England road. For four months it carried on the express business of the road and succeeded in working up considerable trade in Hyde Park. A new management of the road involved many changes, among them being the substitution on April 15th of the United States Express for the American.

OLD COLONY RAILROAD.

THE first railroad station called Hyde Park was built by the Rev. Henry Lyman in 1858, with money raised by subscriptions, and on land near where the steps now are that lead up to the westerly end of the footbridge, and nearly opposite the present Hyde Park station on the Old Colony road. This building contained a hall in the second story, wherein religious meetings were held.

Hyde Park is now said to be one of the best paying towns on the Providence branch of the Old Colony railroad. The railroad more than reciprocates for the business the town gives it. It is difficult to say upon which side the dependence is the greater, but without the railroad, Hyde Park would not be what it is at present, as the railroad outweighs all its natural advantages.

Since the Old Colony took possession of the road in 1888, some great changes have been made, and the road has profited greatly by them. Under the Boston & Providence management there were but six express trains to and from Hyde Park. Under the Old Colony management this number has been increased to 17. The number of accommodation trains has been increased in about the same proportion. Prior to 1888, the Sunday service consisted of two trains each way. At present the town is accommodated with 19 trains. But an improvement which has been nearly as beneficial to the town as the increase in the number of trains has been the character of the cars used in the suburban service of the road.

The town has reciprocated and the road has been repaid for the changes it has made.

The passenger rates as well as the freight rates are lower to Hyde Park than they are to any other town at the same distance from Boston.

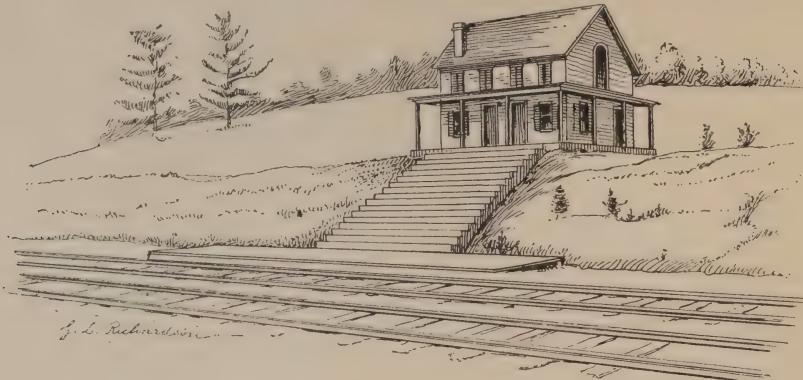
For the accommodation of freight business, the road has 2,500 feet of siding, but the increase has been so great during the past few years that the present accommodations are almost inadequate.

The outlook for a large increase in freight and passenger business at Readville is propitious. It is at present, to a greater or less extent, the out-of-town freight yard of the road. Here all the dead freight is held until it can be handled at the Boston yard. If the proposed connection is made with the New England road, its importance will be much greater than at present. The new factories which have just been erected in that part of the town, will add considerably to the business of the road.

Following out an old plan of the Boston & Providence, the Old Colony has been extending its spur tracks along the line between Hyde Park and Readville, filling in the low ground, and thus preparing for the time when it will be advantageous for the road to move its repair shops out of Boston. The land upon which these now stand, has become very valuable, and by moving the shops, the road will be in a position to dispose of this property and realize a considerable advance. It is only a question of time when Hyde Park will have the car and repair shops of this road.

As indicative of the kindly spirit with which the road looks upon the prosperity of the town, and the comfort of its citizens, it has responded promptly to the suggestion of the Park committee and begun to improve the property it owns adjacent to the station. Flowers and shrubs will surround the station and everything will be done to make the first

impression of newcomers as favorable as possible. The town will do well to do its park in this respect.



LYMAN HALL.

The consolidation with the New York, New Haven & Hartford will take nothing from the road's present efficiency ; in fact, it will add much to the advantages already enjoyed by the residents along its lines, especially those upon the Providence road. This new arrangement will prove most fortunate for Boston, as it gives better transportation to New York, and that city will soon be reached in five hours or a saving of nearly one hour's time.

Under the new arrangement great impetus will be given to the Shore business of the Old Colony division and improvements are contemplated which will incur the expenditure of nearly \$8,000,000, about \$3,000,000 of which is to be used in the elevation of the Providence division tracks from Boston to Forest Hills, and the laying of four tracks together with improved freight facilities at the Park Square station. The building of a track from Clarendon Hills to Mattapan, with its accompanying advantages to Hyde Park, is also contemplated. The consolidation is one which cannot fail to inure to the benefit of all the towns along the system and the general welfare of all concerned.

N. Y. & N. E. RAILROAD.

HYDE PARK is fortunate in having two railway connections with Boston, and also with the West and South. The competition between the two roads is at all times strong enough to keep both passenger and freight rates within reasonable limits. Under such conditions the industries of the town are never at a disadvantage, and as far as freight rates are concerned they are on the same footing as their Boston competitors. As compared with manufacturers in other Massachusetts towns, they have a number of advantages which enable them to compete successfully for trade, chief among which are the lower freight rates which Hyde Park enjoys.

It is noted by both roads that the bulk of the freight to and from Hyde Park consists of the raw materials of the West and South or finished products for those sections of the country. But a comparative small amount goes to Boston and the North, and only a small part comes from that direction. What is true of Hyde Park is undoubtedly true of other towns. Such being the case there is no breaking of freight or transferring across Boston, items of expense which, in the aggregate amount to considerable.

The New York & New England has always given Hyde Park excellent train service. While the condition of its finances has prevented it from doing for its suburban towns what other roads have done, it has accommodated those along its line with all the trains necessary, and its rolling stock has been kept in first-class condition. In this, fortunately, its own welfare and that of its patrons has been identical.

The facilities for handling freight are all that the town at present requires.

Under the management of President McLeod Hyde Park will not be neglected, and the citizens of the town have every reason for believing that wherever possible he will do all in his power to advance the manufacturing interests of the town.

The following has been received from the local agent of the road:

"Business at Hyde Park station of the New York & New England railroad is steadily increasing, both in passenger and freight traffic, the receipts of the station being about four times as large at the present time as compared with the year 1883. Freight is being shipped by the road to all parts of the country, South and West, and to South America. We have at present about one-half mile siding, which fully meets the requirements of our business.

A. H. DAVIS, Agent.

HYDE PARK TAXES AND VALUATION.

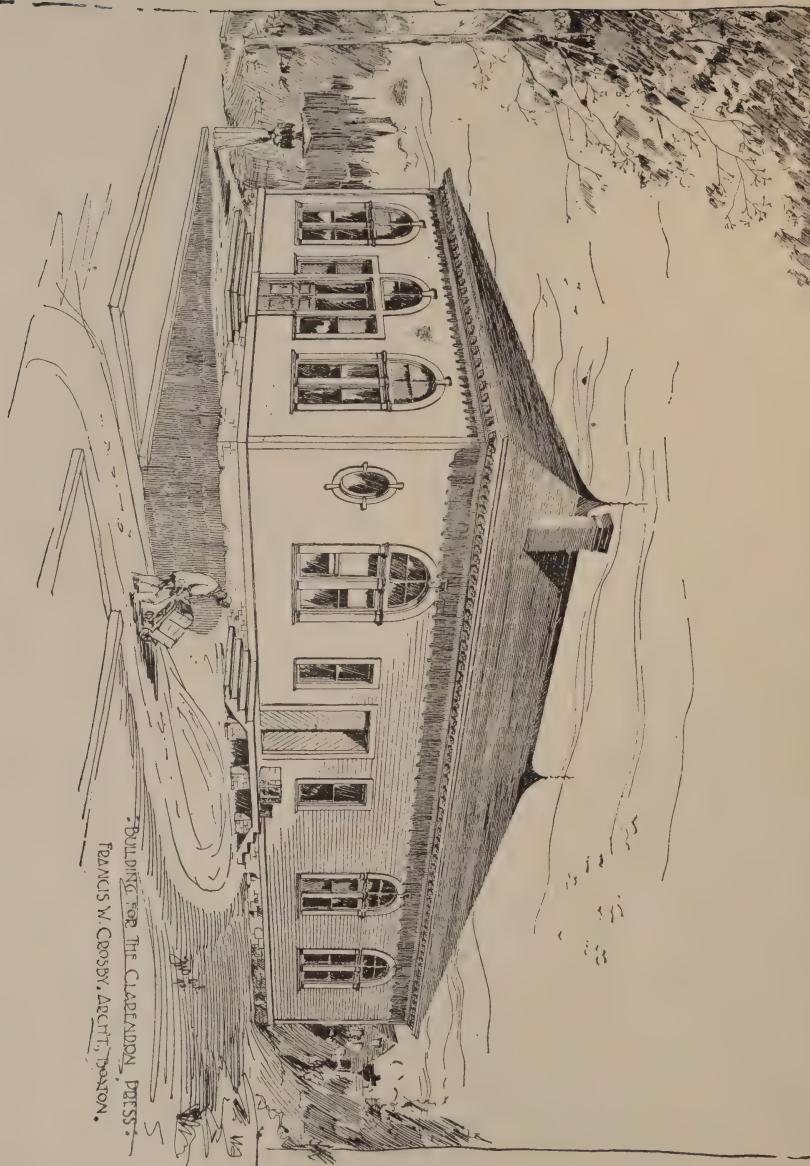
AS compared with other manufacturing towns in the State, taxes in Hyde Park are below the average. This is an advantage which manufacturers are quick to appreciate, and if any discrimination is to be made in favor of any class here it should be the manufacturers. It may not be well for various reasons to cite instances where manufacturers have been forced to suspend business because of excessive taxes. Towns which have been blind to the value of their factories and have not relieved them of these burdens have invariably suffered to a much greater extent than any one could have predicted. The advance in the value of property in Hyde Park during the past 25 years has accompanied the growth and prosperity of the factories, and has been due in large measure to them. It is safe to say that without them property here would not be worth a third of what it is at present. Any sacrifice the town may make in behalf of the factories will in the end benefit property holders fourfold.

The tax rate for \$1,000 in Hyde Park last year was \$15. In Becket it was \$15.50; Hinsdale, \$16; Lee, \$20; North Adams, \$16; Pittsfield, \$16.80; Williamstown, \$16; Fall River, \$17.40; Mansfield, \$16.50; New Bedford, \$17.30; North Attleboro, \$15.60; Taunton, \$18.40; Danvers, \$16.80; Haverhill, \$17.20; Lawrence, \$16.80; Merrimac, \$16; Salem, \$16; Montague, \$16.50; Orange, \$16.60; Holyoke, \$17.50; Westfield, \$17; Easthampton, \$16; Cambridge, \$16; Lowell, \$16.80; Marlborough, \$19.50; Wakefield, \$18.50; Waltham, \$15.50; Woburn, \$15.70; Norwood, \$17.30; Brockton, \$18.80; Ashburnham, \$17.50; Athol, \$19; Brookfield, \$21; Fitchburg, \$16.40; Gardner, \$22; Milford, \$18; North Brookfield, \$20.40; Westminster, \$17, and Winchendon, \$16.

The net indebtedness of Hyde Park in 1872 was \$196,200, or .026 per cent. of the total valuation of the town; in 1875 it was \$279,850, or .040 per cent.; in 1878, \$186,390, or .039 per cent., and in 1892, \$73,678, .009 per cent.

In 92 towns of the State the per cent. of total indebtedness to valuation was greater than in Hyde Park. The following will show the relative standing of some of the towns as compared with Hyde Park in this particular:

	Valuation.	Indebtedness.	Per cent.
Hyde Park.....	\$8,125,291	\$215,500	.026
Arlington.....	6,051,456	320,416	.052
Braintree.....	4,222,800	300,000	.071
Brockton.....	19,172,307	874,700	.046
Northampton.....	9,664,854	401,000	.041
Clinton.....	6,520,391	365,000	.055
Peabody.....	7,446,900	317,980	.042
Danvers.....	3,992,390	279,923	.070
Everett.....	9,934,300	328,500	.033
Spencer.....	4,130,561	410,321	.099
Framingham.....	8,212,272	235,000	.028
Hopkinton.....	2,224,185	202,561	.091
Winchester.....	5,238,530	363,500	.069
Leominster.....	4,897,314	264,400	.053
Natick.....	5,547,350	254,584	.045
Newburyport.....	9,570,505	479,164	.050
North Adams.....	6,804,740	784,829	.115



THE ENGRAVER AND PRINTER COMPANY.

THE third new factory to be built in Hyde Park this year is that of the Engraver & Printer Co. The factory is located on Hyde Park avenue, just north of Frampton's Morocco factory. The factory will be a one-story wooden building 80x40 feet. It will give employment to 25 hands, all of whom will be skilled mechanics.

The factory, which is now located in Boston, turns out very fine catalogues and pamphlets, the Engraver and Printer, a monthly magazine, being one of their products.

The machinery will consist of two large cylinder and three job presses, and it is expected that all will be in readiness to do work by the middle of summer.

The officers of the company are all well known in Hyde Park. Henry Lewis Johnson is the president; Shepard D. Gilbert, treasurer, and Harry Taft superintendent.

THE HYDE PARK CLOTHING CO.

Have just completed great changes in their store in

MASONIC BLOCK.

They have added the store recently occupied by Gordon the caterer, and now for floor space compare favorably with the large city stores.

Recognizing the fact that many residents of the town would be glad to find a large assortment of

Boys' and Children's Clothing,

they have devoted a large space in the new part to this exclusive branch and now display a very large and choice City line at much less than Boston prices.

A special department has been found necessary for their greatly increasing

Furnishing Goods and Neckwear

line, and now an unsurpassed assortment can be found in the addition.

Hat Department.

This line now comprises all the Latest Styles in both Soft and Stiff Hats for Men and Children, as they have enlarged their space to three times its former size.

The additional space acquired allows a great increase in the

Suiting and Pant Departments

for Men's Wear, and a splendid stock is now on their counters.

The small expenses and growing business allows the

Hyde Park Clothing Company

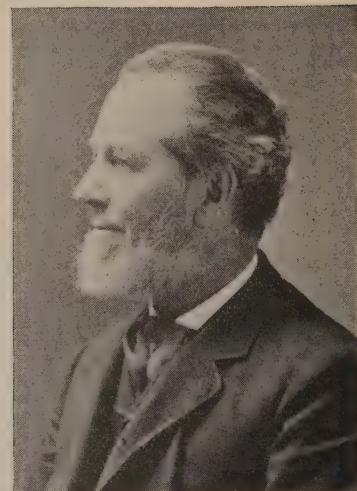
TO GUARANTEE A SAVING TO ALL CUSTOMERS OF FROM 20 TO 25 PER CENT. FROM BOSTON PRICES. LOOK AT THEIR LINE.



ROBT. BLEAKIE.



B. F. RADFORD.



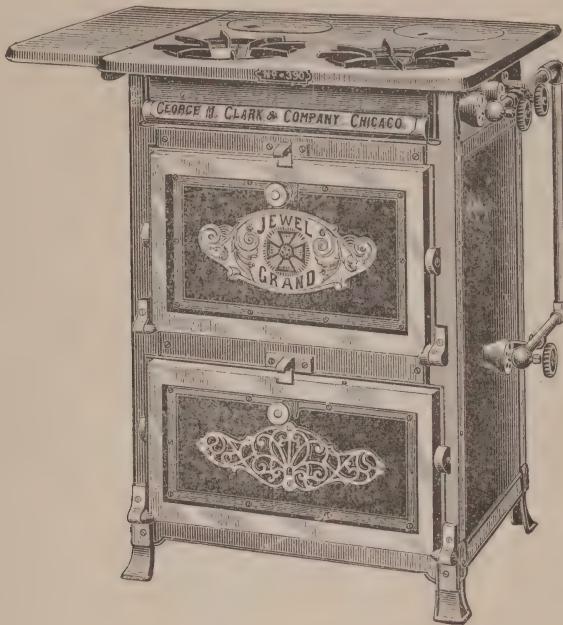
A. H. BRAINARD.



WM. S. EATON, JR.
MEN WHO HAVE MADE HYDE PARK.

Cooking with a Gas Stove.

Can be done better, with more comfort, especially in summer, and everything considered, as cheaply as with any other fuel.



There is Nothing so Convenient

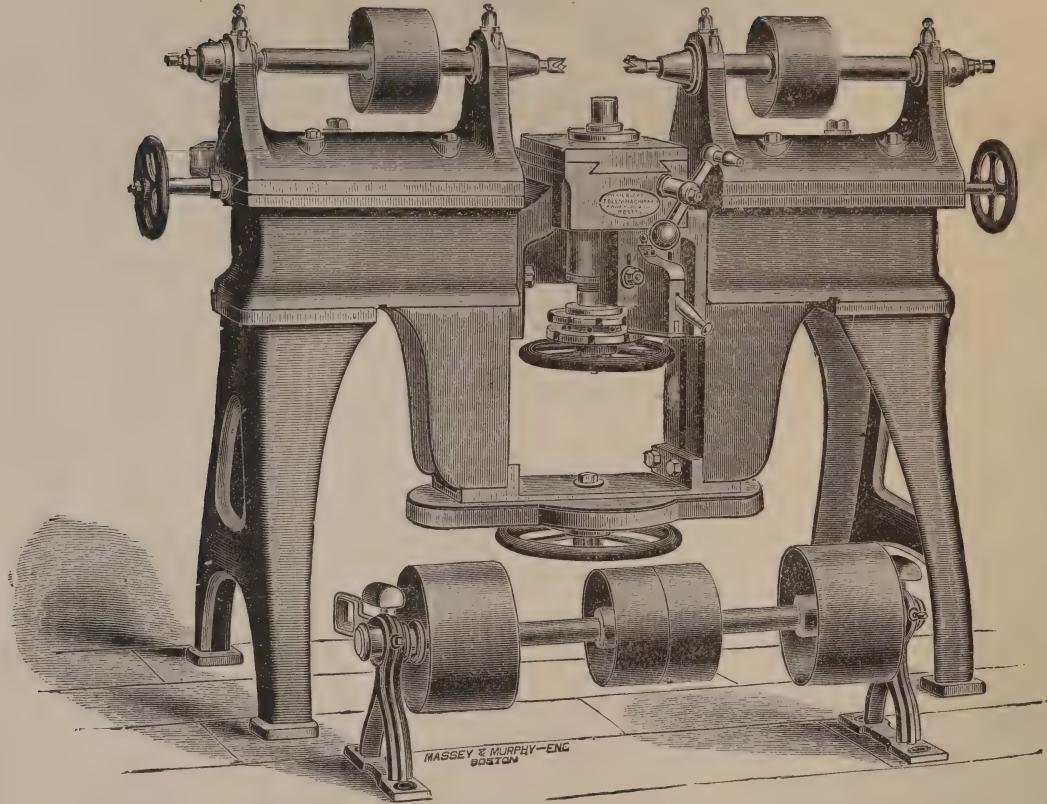
as a gas heating stove for an office that is used only occasionally, for a bath room or the dinning-room in the morning before the furnace gets well started, or for any room in the house on the cool days in spring and fall. Other gas appliances for special purposes are unequalled in the work for which they are designed. All stoves and other appliances are furnished at cost. The company expects to be paid for its trouble by an increased consumption of gas.

A metre, duly inspected by the State official, is furnished and connected, together with fifty feet of service pipe, all at the expense of the company.

Gas \$2.00 per 1000 cubic feet, net.

**DEDHAM AND HYDE PARK GAS LIGHT COMPANY,
62 WEST RIVER STREET, HYDE PARK.**

VALVE MILLING MACHINE.



THE AMERICAN TOOL & MACHINE CO.,

ESTABLISHED 1848.

Engineers, Founders and Machinists.

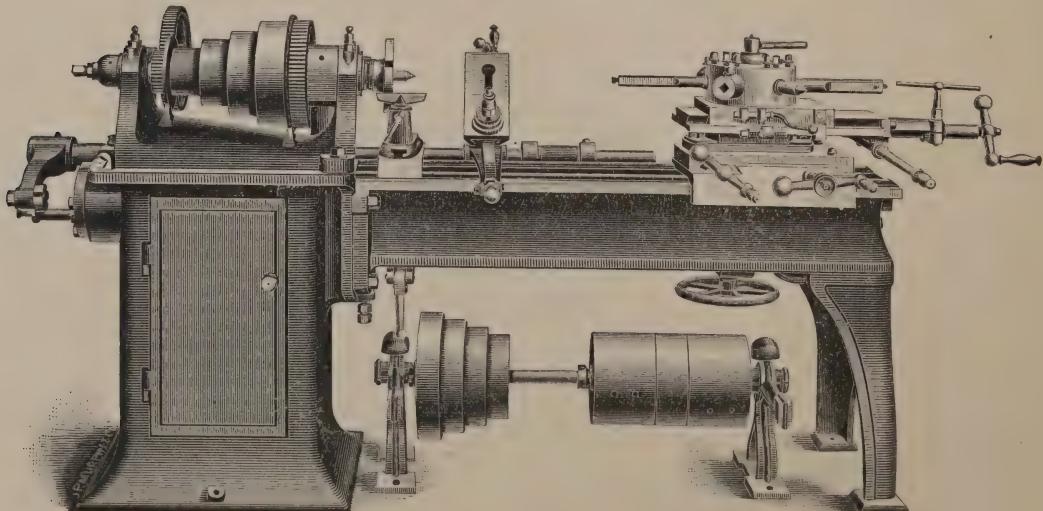
INCORPORATED 1867.

B. F. RADFORD, PRES. AND MGR.

W. O. LINCOLN, TREAS.

Manufacturers of Sewing Machine Tables with Howard Improved Fixtures, Valve Milling Machines, Turret and Cabinet Lathes, Friction Couplings for Electric Light and other Shafts, Shafting, Hangers and Pulleys, all the various devices for running Angular and other Belts, and Patent Belt Tighteners, general machinery and mill work, repairs of all kinds.

CABINET TURRET LATHE.



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Hyde Park, Mass.



CARRIAGE

at arrival of all Trains. Orders
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Each driver wears a badge marked

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TELEPHONE NO. 82-3.

J. M. TUTTLE,

Hack, Livery, Boarding and Sale Stable.

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Forwards to all points in the United States.
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MONEY ORDERS.

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Not over 10.00, - - .08

Not over 20.00, - - .10

Not over 30.00, - - .12

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Always ship by Adams Express Company to all points in the South. Quick time to New York, Hartford, Springfield, New Haven, Providence, Chicago, Baltimore, Philadelphia, Cleveland, Cincinnati, St. Louis, Kansas City and all points west, northwest, southwest, and Eastern States.

OVER \$50.00 AT ABOVE RATES.



Gold Medal 1892.

Brainard Milling Machine Co.

Boston Office, 156 Oliver St., Cor. Purchase,
Chicago Office, 12 and 14 South Canal St.

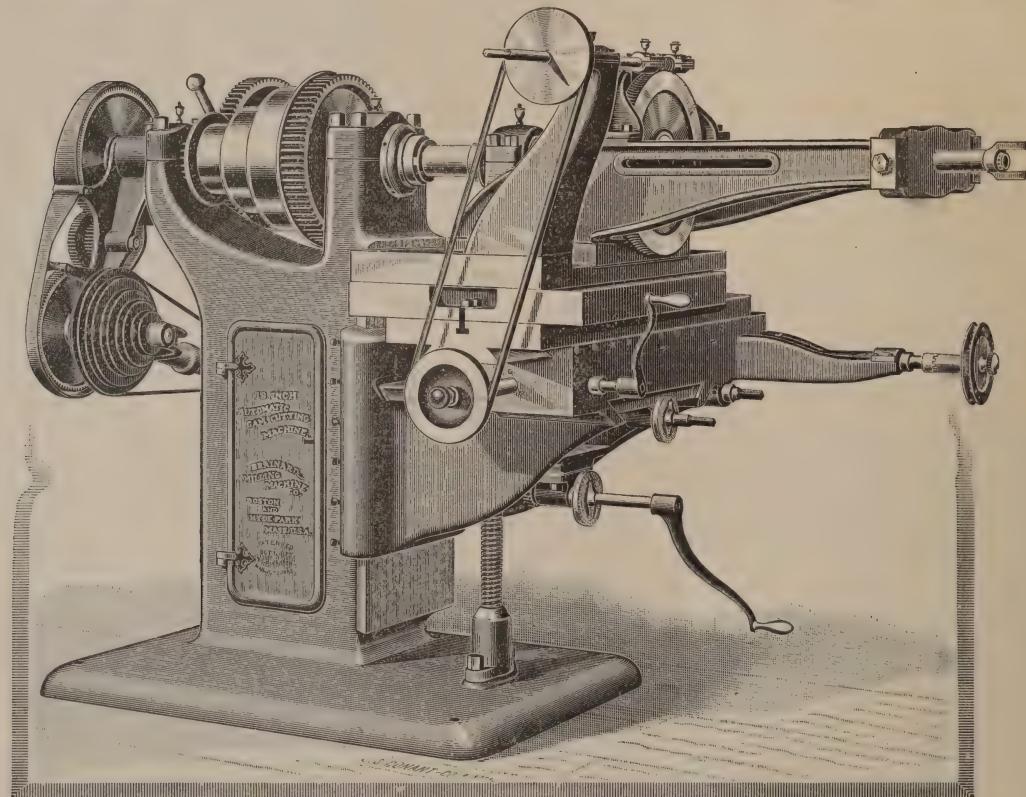
THOMAS WIGGLESWORTH, PRESIDENT.

HENRY PICKERING, TREASURER.

AMOS H. BRAINARD, GEN. SUPT. AND MANAGER



Gold Medal 1878.



18-INCH AUTOMATIC CAM CUTTING MACHINE; Weight, 8,000 lbs.

MANUFACTURERS OF MILLING MACHINES IN GREAT VARIETY.

Standard Universal Milling Machines.

Tool Room Universal Milling Machines.

Horizontal Plain Milling Machines.

Upright Plain Milling Machines.

Hand Milling Machines. Index Milling Machines.
Traversing Head Milling Machines.

Key Seating and Locomotive Rod Milling Machines.

*Milling Machines weighing from 500 lbs. to 10,000 lbs., with
length of feed from 4 inches to 16 feet. Milling
Cutters of every size and style.
Mill Grinding Machines.*

*Automatic Gear Cutting Machines. Sizes 18, 24, 36, 48, 60
and 72 inches.*

Catalogues, Price Lists, Special Circulars and
Photographs on Application.



Gold Medal 1884.



Gold Medal 1878.

Rest and Recreation.

If you are in search of these, visit the charming resorts of the

OLD COLONY, Plymouth, South Shore, Cape Cod, Newport, Martha's Vineyard, and Nantucket.

The section reached by the Old Colony system of the New York, New Haven & Hartford Railroad embraces the entire shore and coast lines of Southeastern Massachusetts, with their unrivaled bays, harbors, headlands and islands; the far-famed Newport; and through the connecting steamboat service, under the same management, Cottage City and Nantucket.

**ROUND TRIP TICKETS AT REDUCED RATES ARE ON SALE
AT BOSTON FROM MAY 1st TO SEPTEMBER 20th.**

Send four cents in stamps each for "Brightest Summer Land" and "Quaint Cape Cod," descriptive illustrated books with maps; and one cent stamp for "Manual of Old Colony Resorts," containing list of hotels and boarding houses, rates of fare, etc.

ADDRESS P. O. Box, 5134, Boston, Mass. Issued free on personal application at No. 3 Old State House.

J. R. KENDRICK,

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GEORGE L. CONNOR,

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HYDE PARK ELECTRIC LIGHT CO.

JAS. McAVOY, President.

THOS. T. ROBINSON, Treas. and Gen. Manager.

E. V. ENSIGN, Superintendent.

Residence Lighting on Basis of \$2.00 per 1,000
for Standard Gas.

THE COMPANY GUARANTEE THE ACCURACY OF ITS METERS.

Electricity Stands at the Head of
All Illuminants in Matter of
Health and Comfort.

No ammonia or sulphur thrown off.

No danger from suffocation.

No carbonic acid thrown off.

No danger from the use of matches.

No metals tarnished.

No ceilings or decorations blackened.

Estimates furnished free of charge as to the cost of
introducing the light.

OFFICE AND WORKS ON CORSON STREET, NEAR PROVIDENCE
RAILROAD STATION.

Communications by mail addressed to the Superintendent will receive
prompt attention.

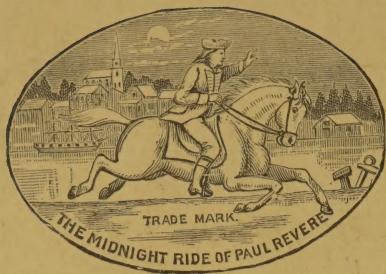
Consumers will please report in writing, addressed to the Treasurer, any
defects in the service.

John Kenney & Co

MAKERS OF
FIXTURES FOR
ELECTRIC & GAS
LIGHT

THE HIGHEST ARTISTIC TALENT combined with skilled Artizanship enables us to produce the most advanced & correct Styles of Fixtures for artificial LIGHTING. A visit to our spacious and best appointed Show Parlors will convince you

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Hyde Parkers!

If you wish to drink the

Finest Coffee Obtainable,

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Spurr's Revere Standard Java

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 Sold always in PINK PAPER BAGS bearing the above Trade Mark. 

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Exquisite in Flavor,
Economical,
Easily Prepared.

Made by simply adding icewater.
Frozen similarly to ice cream makes

• DELICIOUS SHERBET. •

Put up in the following flavors:

Raspberry	Chocolate
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Sold at 50 cents, in Quart Bottles.

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The Only 10c. Cigar



The Number 7

costs more to
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